

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Revision: 6
Date: 06/12/2002

WASHINGTON, D.C.

M A S T E R M I N I M U M E Q U I P M E N T L I S T

PILATUS BRITTEN-NORMAN ISLANDER
BN. 2A AND BN. 2B MODELS

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Log of Revisions

REV.NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL	10/07/1980		
1	11/24/1982	33-1	
2	09/08/1986	All Pages	
3	04/26/1989	ALL PAGES	
4	06/22/1989	HIGHLIGHTS OF REV., DEFINITIONS	
4	06/22/1989	PREAMBLE	
5	02/05/1992	HIGHLIGHTS OF REV., DEFINITIONS	
5	02/05/1992	GUIDELINES	
5	02/05/1992	21-1, 23-1, 25-1, 25-2	
5	02/05/1992	26-1, 27-1, 28-1, 31-1, 33-1	
5	02/05/1992	33-2, 34-1, 34-2, 34-3, 34-4	
5	02/05/1992	35-1, 37-1, 61-1, 77-1	
6	06/12/2002	HIGHLIGHTS OF REV., DEFINITIONS	
6	06/12/2002	GUIDELINES	
6	06/12/2002	21-1, 22-1, 23-1, 23-2, 23-3	
6	06/12/2002	23-4, 25-1, 25-2, 25-3, 25-4	
6	06/12/2002	26-1, 27-1, 28-1, 30-1, 31-1	
6	06/12/2002	33-1, 33-2, 34-1, 34-2, 34-3	
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Control Page

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	VI	6	06/12/2002	
	VII	6	06/12/2002	
	VIII	6	01/31/1995	
	IX	6	01/31/1995	
	X	6	01/31/1995	
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	XIII	6	01/31/1995	
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22	22-1	6	06/12/2002	
23	23-1	6	06/12/2002	
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	25	25-1	6	06/12/2002
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	34-7	6	06/12/2002
	34-8	6	06/12/2002
	34-9	6	06/12/2002
35	35-1	6	06/12/2002
37	37-1	6	06/12/2002
61	61-1	6	06/12/2002
77	77-1	6	06/12/2002

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Highlights of Change

1. All asterisks representing placard requirements have been deleted in accordance with Policy Letter 31. Reference the definitions section.
2. ATA 22-1 Changed relief for Autopilot in accordance with Policy Letter 101 designated as Global Change 103.
3. ATA 22-2 Added relief for Autopilot Disconnect in accordance with Policy Letter 93.
4. ATA 23-1 Changed relief for Communications Equipment (VHF,UHF) in accordance with Policy Letter 95.
5. ATA 23-2 Deleted the word "OR" for clarification and compliance in accordance with Policy Letter 31 designated as Global Change 83.
6. ATA 23-4 Changed relief for Passenger Address System in accordance with Policy Letter 9 designated as Global Change 109.
7. ATA 23-5 Changed relief for Cockpit Voice Recorder System in accordance with Policy Letter 29 designated as Global Change 48.
8. ATA 23-6 Changed relief for Boom Microphones in accordance with Policy Letter 58 designated as Global Change 100.
9. ATA 23-7 Changed relief for the High Frequency (HF) Communication System in accordance with Policy Letter 106 designated as Global Change 89.
10. ATA 25-2 Changed relief for Passenger Seats in accordance with Policy Letter 79 designated as Global Change 96.
11. ATA 25-5 Changed relief for Emergency Locator Transmitter in accordance with Policy Letter 31 designated as Global Change 83.
12. ATA 25-7 Added relief for Emergency Medical Equipment in accordance with Policy Letter 73 designated as Global Change 104.

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Highlights of Change

13. ATA 25-8 Added "Fasten Seat Belt/No Smoking sign or placard relief in accordance with Policy Letter 89.
14. ATA 25-9 Added relief for Galley Waste Receptacles Access Doors/Covers in accordance with Policy Letter 96 designated as Global Change 98.
15. ATA 25-10 Added relief for Cargo Restraint System in accordance with Policy Letter 100 designated as Global Change 73.
16. ATA 25-11 Added relief for Storage Bin(s)/Cabin and Galley Storage Compartment/Closets in accordance with Policy Letter 104 designated as Global Change 82.
17. ATA 26-1 Changed relief for Portable Fire Extinguisher in accordance with Policy Letter 75 designated as Global Change 53.
18. ATA 33-2 Changed relief for Cockpit/Flight Deck/Compartment and Instrument Lighting System in accordance with Policy Letter 77 designated as Global Change 63.
19. ATA 33-8 Deleted item, moved relief for Passenger Notice System (Fasten Seat Belt - No Smoking) to ATA 25 in accordance with Policy Letter 89.
20. ATA 34-7 Deleted item, Revision 6 and moved to ATA 34-10.
21. ATA 34-10 Changed relief for ATC Transponders and Automatic Altitude Reporting Systems in accordance with Policy Letter 76 designated as Global Change 110.
22. ATA 34-11 Changed relief for Altitude Reporting System in accordance with Policy Letter 39 designated as Global Change 95.
23. ATA 34-14 Changed relief for Distant Measuring Equipment (DME) Systems in accordance with Policy Letter 3.
24. ATA 34-18 Deleted the word "OR" for clarification and compliance with Policy Letter 31 designated as Global Change 83.

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Highlights of Change

25. ATA 34-19 Changed relief for TCAS I System in accordance with Policy Letter 32 designated as Global Change 81.
26. ATA 34-20 Changed relief for TCAS II System in accordance with Policy Letter 32 designated as Global Change 81.
27. ATA 34-21 Added relief for Ground Proximity Warning System in accordance with Policy Letter 54 designated as Global Change 107.
28. ATA 34-22 Added relief for Windshear Detection, Guidance, and Avoidance System in accordance with Policy Letter 67 designated as Global Change 88.
29. ATA 34-23 Added relief for Flight Management System Navigation Database in accordance with Policy Letter 98 designated as Global Change 71.
30. ATA 34-24 Added relief for Navigation Management System Navigation Databases in accordance with Policy Letter 98 designated as Global Change 71.

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

- 21-1 (M) Procedure to determine no fuel leak or mechanical/electrical fault exists.
- 21-3 (M) Procedure to ensure the drive belt has been removed to prevent interference with other systems.
- 22-1 (M) Procedure to ensure that no electrical or mechanical fault will have any adverse effect on any flight control functions.
- 23-4 (O) Procedure to specify how passengers will be briefed.
- 23-7 (O) Procedure to verify the SATCOM System operates normally.
- 25-9 (M) Procedure to ensure container is secured CLOSED.
(O) Procedure to verify sufficient galley waste receptacles are available for flight.
- 25-10 (M) Procedures to ensure Cargo Compartment components are removed or secured and the aircraft Weight and Balance Document is current.
- 25-11 (M) Procedures to ensure compartment is secured CLOSED.
- 28-1 (O) Procedure to determine the quantity of fuel on board. (One reliable means for determining fuel quantity is to fill fuel tanks and calculate fuel burn from full tanks.)
- 28-2 (O) Procedure to determine the quantity of fuel on board. (One reliable means for determining fuel quantity is to fill fuel tanks and calculate fuel burn from full tanks.)
- 31-2 (O) Procedure for recording aircraft flight time for maintenance purposes.

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- 34-11 (O) Procedure to ensure pilot awareness of altitude changes/ assignments.
- 34-19 (M) Procedure to deactivate and secure system.
(O) Procedure to ensure TCAS is not required.
- 34-20 (M) Procedure to deactivate and secure the system.
(M) Procedure to deactivate and secure the system.
(O) Procedure to ensure TCAS is not required.
- 34-20-2 (O) Procedure to ensure TA ONLY mode is selected and enroute or approach procedures do not require its use.
- 34-20-3 (O) Procedures to ensure all RA display and audio functions are operative and enroute or approach procedures do not require its use.
- 34-21 (O) Procedure to ensure alternate procedures are established and used.
1) (O) Procedure to ensure alternate procedures are established and used.
4) (O) Procedure to ensure alternate procedures are established and used for inoperative callout(s).
5) (O) Procedure to ensure alternate procedures are established and used for inoperative windshear mode.
- 34-22-1 (O) Procedure to ensure that alternate procedures are established and used and that the Windshear Detection and Avoidance System operates normally.
(O) Procedure to ensure that alternate procedures are established and that takeoff and landings are not conducted in known or forecast windshear conditions.

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Guidelines for (O) & (M) Procedures

- 34-22-2 (O) Procedure to ensure that alternate procedures are established and used and that the Windshear Warning and Guidance System operates normally.
- (O) Procedure to ensure that alternate procedures are established and that takeoff and landings are not conducted in known or forecast windshear conditions.
- 34-23 (O) Procedure to verify status and suitability of navigation facilities used to define route of flight.
- 34-24 (O) Procedure to verify status and suitability of navigation facilities used to define route of flight.
- 37-1 (M) Maintenance procedure to ensure no unsafe condition exists which could affect operation of the engine or any other system.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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AIRCRAFT:

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21	AIR CONDITIONING				
1.	Combustion Heater	C	1	0	(M)
2.	Ventilation Blower	C	1	0	May be inoperative provided: a) Combustion Heater is not operated on the ground, b) Combustion Heater is turned to the OFF POSITION prior to landing, and c) Windshield defogging is not required for ground operations.
3.	Air Conditioner ***	C	1	0	(M)

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		1.			
22	AUTO FLIGHT				
1.	Autopilot	C	1	0	(M) May be inoperative provided operations do not require its use.
2.	Autopilot Disconnect	C	-	-	One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.

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23	COMMUNICATIONS				
1.	Communications Equipment (VHF,UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency Power Supply and not required for emergency procedures.
2.	Cockpit Speaker	C	2	1	One speaker may be inoperative.
		C	2	0	Both may be inoperative provided an operative headset is used by the flight crew.
3.	Audio Amplifier				Deleted, Rev. 5
4.	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
NOTE: Any station that operates normally may be used.					
2)	Cargo Configuration	D	1	0	

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23	COMMUNICATIONS				
5.	Cockpit Voice Recorder (CVR) System ***				
1)	With Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2)	Without Flight Data Recorder Installed	A	1	0	May be inoperative provided repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
6.	Boom Microphones (With Cockpit Voice Recorder (CVR) and with Flight Data Recorder (FDR) Installed)				
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d)	A	- 0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
	2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone (Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed)	D	- 0		Any in excess of those required by FAR may be inoperative.
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d)	A	- 0		May be inoperative provided repairs are made within three flight days.
	2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	- 0		Any in excess of those required FAR may be inoperative.

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23	COMMUNICATIONS				
7.	High Frequency (HF) D Communication System ***	D	-	-	Any in excess of those required by FAR may be inoperative.
		C	-	1	(O)May be inoperative while conducting operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link system operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Cockpit Shoulder Harness	B	2	1	Right seat shoulder harness may be inoperative for single pilot operations. Right side pilot seat must be unoccupied.
2.	Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1)	Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.
2)	Underseat Baggage Restraining Bars	C	-	-	May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".
3.	Passenger Seat Ashtray				Deleted, Rev. 5
4.	Approved Flotation Equipment	C	-	-	As required by FAR.

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25	EQUIPMENT/FURNISHINGS				
5.	Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.
6.	Passenger Convenience Item(s)		-	-	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (O) and (M) procedures may be required and included in the air carrier's appropriate document.
7.	Emergency Medical Equipment	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
8.	"Fasten Seat Belt While Seated/No Smoking" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
9.	Galley Waste Receptacles Access Doors/Covers ***	C	-	-	(M) (O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accomodate all waste that may be generated on a flight.
10.	Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed.
		C	-	-	May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.

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25	EQUIPMENT/FURNISHINGS				
11.	Storage Bin(s)/ Cabin and Galley Storage Compartment/ Closets ***	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	Trim Tab Position Indicator (Elevator)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
1.	Fuel Quantity Indicator (aircraft without wing tip tanks)	C	2	1	(O)One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both fuel flow and/or fuel pressure indicators are operative, and c) Procedures are established to insure fuel balance.
2.	Fuel Quantity Indicator (aircraft with wing tip tanks)	C	4	3	(O)One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both fuel flow and/or fuel pressure indicators are operative, and c) Procedures are established to ensure fuel balance.

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30	ICE AND RAIN PROTECTION				
1.	Surface Deicing System (wing, vertical and horizontal stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Propeller Deicing System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3.	Pitot Heat and Stall Warning Vane Heater System	B	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4.	Heated Windshield System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS					
1.	Clock with sweep second hand or electric digital clock.	C	1	0		May be inoperative for VFR operations.
2.	Flight Hour Recorder	C	1	0	(0)	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
1.	Position Lights	C	3	0	May be inoperative for day operations.
2.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3.	Anti-collision Beacon Light System	B	1	0	May be inoperative for day operations.
4.	Landing Lights	C	2	0	May be inoperative for day operations.
5.	Wing Ice Detection Light	C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
6.	Strobe Light System	C	1	0	
7.	Cabin Lights	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.

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33	LIGHTS				
8.	Passenger Notice System (Fasten Seat Belt - No Smoking)	C	1	0	Deleted, Revision 6, moved to ATA 25-8.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
1.	Airspeed Indicators	C	2	1		May be inoperative on right side. NOTE: Where a servoed electric airspeed is installed, a functioning pneumatic indicator is required.
2.	Altimeters, Adjustable for Barometric Pressure	B	2	1		May be inoperative on right side. NOTE: Where a servoed electric altimeter is installed, a functioning pneumatic indicator is required.
3.	Gyroscopic Pitch and Bank Indicator Systems	B	2	1		May be inoperative on right side.
4.	Gyroscopic Directional Indicator Systems	B	2	1		May be inoperative on right side.
5.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	0		May be inoperative on: a) the right side for all flights, b) the left side for all non-passenger carrying operations, c) the left side for passenger carrying day VFR flights.
6.	Vertical Speed Indicators	B	2	0		May be inoperative on right side for all flights, and may be inoperative on left side for all but IFR passenger carrying operations.
7.	Altitude Encoder	C	1	0		Deleted, Rev.6, Moved to 34-10

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			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
8.	Navigation Equipment (VOR/ILS, Loran, Omega/VLF, INS, GPS, Doppler)	C	-	-	As required by FAR.
9.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.
10.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
11.	Altitude Alerting *** System	A	-	0	(0) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
12.	Flight Director ***	C	1	0	
13.	Radar Altimeter ***	C	1	0	
14.	Distant Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.

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			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
15.	Marker Beacon	C	1	0	May be inoperative provided approach procedure does not require its usage.
16.	ADF	C	1	0	As required by FAR.
17.	RMI ***	C	1	0	As required by FAR.
18.	Nonstabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, and b) Aircraft is operated with independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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34	NAVIGATION				
19. ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) (O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
20. ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) (O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.

(CON'T.)

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34	NAVIGATION				
	(CON'T.)				
20.	Traffic Alert and *** Collision Avoidance System (TCAS II)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
21.	Ground Proximity *** Warning System (GPWS)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C	-	0	(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
	(CON'T.)				

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34	NAVIGATION				
	(CON'T.)				
21.	Ground Proximity *** Warning System (GPWS)				
	1) Modes 1-4	A	- 0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C	- 0		(O) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
	2) Test Mode	A	1 0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
		C	- 0		May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.
	3) Glideslope Deviation (Mode 5)	B	2 0		
		C	2 0		May be inoperative provided: a) It is not required by FAR.
	(CON'T.)				

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34	NAVIGATION (CON'T.)				
21.	Ground Proximity *** Warning System (GPWS)				
4)	Advisory Callouts ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
5)	Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
6)	TAWS ***	C	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
22.	Windshear Detection, *** Guidance, and Avoidance System				
1)	Windshear Warning and Flight Guidance System	C	- 0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
		C	- 0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
2)	Windshear Detection and Avoidance System	C	- 0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.	
		C	- 0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings not conducted in known or forecast windshear conditions.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23. ***	Flight Management System Navigation Databases	C	-	-	(0) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
24. ***	Navigation Management System Navigation Databases	C	-	-	(0) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen System ***	C	-	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37	VACUUM/PRESSURE				
1.	Pressure/Vacuum Pump	C	2	1	(M)One may be inoperative for day VFR.
2.	Pressure/Vacuum Indicator	C	1	0	May be inoperative for day VFR flight provided the source failure indicators are operative.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61		PROPELLERS			
1.	Propeller Synchronizer/Synchrophaser	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	Combustion Monitor System	C	2	0	